

COMMENT FORM

Public Scoping Meeting, Thursday, November 14, 2013
Chicora School of Communications
3795 Spruill Avenue
North Charleston, South Carolina

Please note that any information (including personal identifying information) received through this form may be made available to the public online or in a paper docket, unless disclosure of the information is restricted by statute. Do not submit any information that you do not want released to the public. Electronic files should not include special characters or any form of encryption, and should be free of any defects or viruses.

Are you a public official? ☒ NO ☐ YES

If yes, position: _____



How did you learn about this public scoping meeting?

- ☐ Newspaper Notice
- ☐ Notice in Mail
- ☐ E-mail
- ☐ Website
- ☒ Other (please explain)

Street sign

Live in neighborhood

Affiliation

OPT OUT: ☐ By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

My concern is the closing off
St Johns as that leaves up only
Ohean Ave as an entrance and
exit. There is always the possibility
that a train will block the road

Comments may be turned in tonight, mailed, or e-mailed to the address below. Please submit your comments by December 14, 2013 to:

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseICTF.com

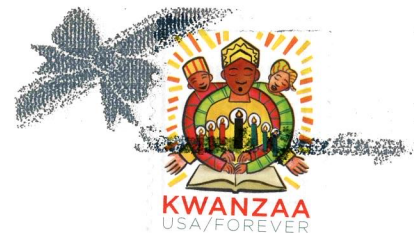
and we will not be able to
enter or exit. This also closes
us out for emergency services. There
needs to be an additional entrance
exit provided.

Thank you

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

CHARLESTON SC 294

19 DEC 2013 PM 2 T



U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
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Charleston, SC 29403

Community Talking Points for New Rail Yard Facility

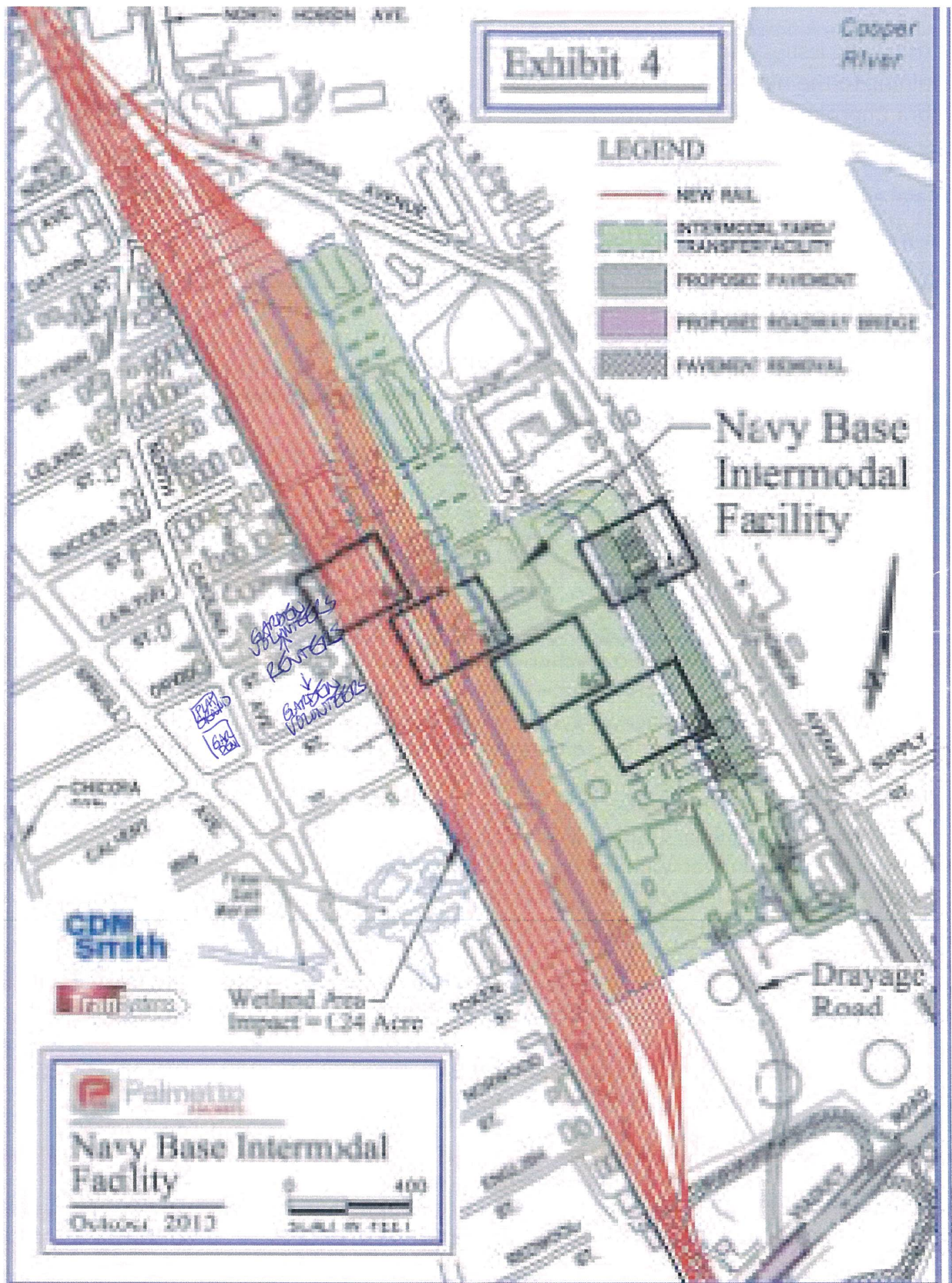
The following issues and questions have been generated by local community leaders pertaining to the new Intermodal Rail Yard Facility that is being proposed adjacent to the Chicora Cherokee Community. It is meant to provide an independent voice for community residents to consider some of the many the issues involved and raise their own questions.

There are two broad concerns from neighborhood leaders in having a new rail yard facility built adjacent to the community.

- **Researching and Understanding the Negative Impacts of the Rail Yard:** A new rail facility brings concerns to a neighborhood around water, soil, and air quality, vibrations resulting from the coupling of trains which could affect the integrity of homes and other structures near the proposed rail yard. ***It is important that the plan presented present both baseline data for these issues as well as a proposal to continue studying them so that we can understand the true effects of the rail facility on the neighborhood.***
- **Mitigating Against Negative Effects Impacts of the Rail Facility:** Among the concerns community leaders have already raised about the new facility are:
 - What efforts are being taken to mitigate against the **noise and vibration effects** of the facility? The current plans calls for a wall sound barrier but will still locate trains with **50 feet of neighborhood homes** on the other side of that barrier. Tracks closest to homes are 'lead tracks' which would presumably carry more traffic. Most rail yards operate round the clock – what will be done to mitigate against noise pollution during nighttime hours.
 - The facility will result in the **destruction of Sterret Hall** – a local neighborhood gym and hub for recreation and entertainment. What efforts will be taken to mitigate against the loss of this facility by providing a comparable facility near the existing location?
 - What provisions are being made for property owners to receive compensation for properties that will lose value as a result of the rail yard?
 - The rail yard will be built on top of a tidal basin that runs through the Chicora Community (Quitman's Marsh) what efforts will be made to keep the **water quality clean** in this area?
 - Trains, trucks and other rail yard equipment burn diesel fuel which can have a **negative effect on air quality**. At similar facilities in other parts of the **nation trains are made to plug into electricity** rather than idle with Diesel fuel burning and trucks are required to **burn cleaner fuels**.
 - The new rail yard will also bring new **opportunities for jobs**. What can be proactively done to ensure residents opportunities for jobs during both the construction and operation of the facility?
 - Most rail yards operate **round the clock** with stadium style lights. What will be done to preserve the nighttime aesthetic for the neighborhood?

Updates on the facility and its impacts will be made available by the US Army Corps of Engineers at -

<http://www.navybaseictf.com/>.



Community Talking Points for New Rail Yard Facility

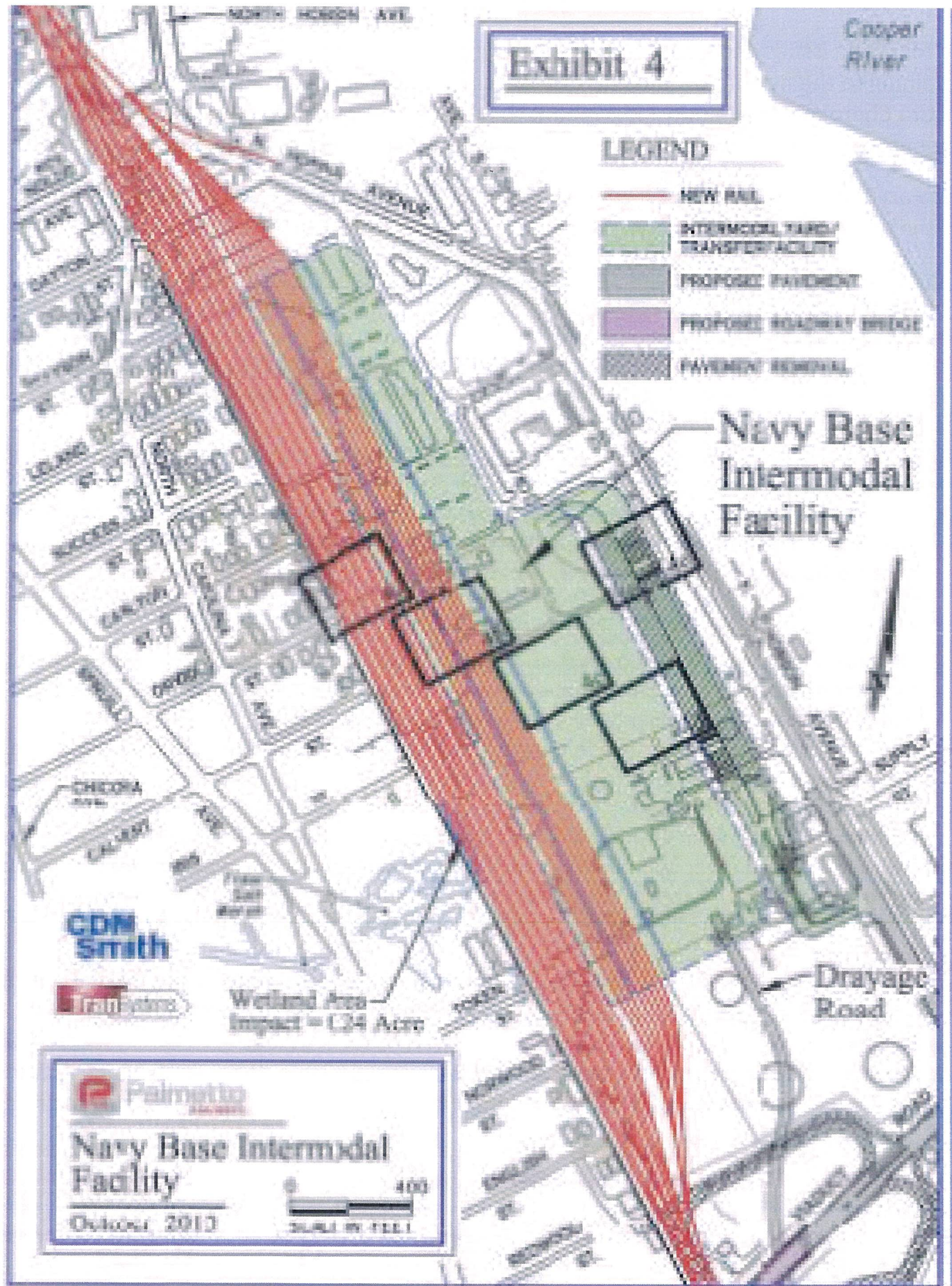
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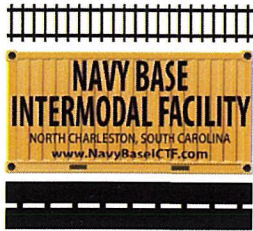
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NO YES

How did you learn about this public scoping meeting?

☒ Newspaper Notice

☐ Notice in Mail

☒ E-mail

☒ Website

☐ Other (please explain)

Announcement

OPT OUT: ☒ By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

My concern is where the trans will leave Virginia Ave area and reconnect with the main hwy. I live near the N-Rhett rail crossing. Will they be slow trains, fast trains long/short, double stacked?

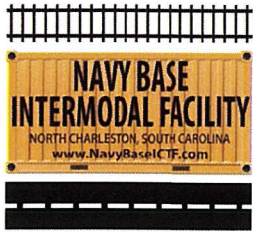
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U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseCTF.com

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Charleston, SC 29403

PLACE
POSTAGE
HERE

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Are you a public official? ☐ NO ☐ YES

If yes, position: _____

Street Address _____

Mailing Address (if different from street address) _____

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We have taken 2 years, in partnership with
stable renters on Calvert and Orvid Streets to
remediate the soil and restore a natural, healthy
and quiet environment for animals, birds, insects, ~~and~~
annual and perennial fruits, vegetables and herbs. →

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Our organic community garden at 3107 North Carolina Avenue has become the neighborhood focal spot. Its impact will increase within the week as we are getting a brand new playground—the only one accessible to families in our neighborhood (east of Spruill Ave.). My concern is that the railway project will be detrimental to our efforts. Our stable residents who volunteer ^{at the garden} may decide to relocate rather than endure noise and air pollution. Air pollution would be harmful to our gardens, ~~and~~ rain water catchment and composting efforts. Children may also continue to play at the garden despite air quality issues because there isn't another positive outlet for them within walking distance.

I'm here to keep neighborhood residents informed. We host monthly garden workdays and post info for them on a bulletin board and in our gazebo.

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
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Charleston, SC 29403

PLACE
POSTAGE
HERE

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

[REDACTED]
[REDACTED]

From: [REDACTED]
[REDACTED]

To: U.S. Army Corps of Engineers, Regulatory Division

Date: October 29, 2013

Subject: SAC-2012-00960 (Public Notice)

Attention Mr. Nathaniel I. Ball:

The purpose of our communication, is to address our concerns regarding the request to initiate a new Intermodal Container Transfer Facility.

Green Grove is located on the South end of North Charleston, sitting in the entrance of the CSX Bennett Yard Terminal. We have concerns about a new facility, since the expansion of the Port in the 1990's, our residents have had to endure several environmental issue on a daily basis. Our residents have observed structural damages to their homes which we fell are due to the vibration, traffic, and noise which are generated from CSX Terminal. CSX Terminal Yard conducted a noise/vibration study of the Green Grove community, however they presented a general study which did not reflect the specific findings of our community.

Expansion of the Port, opening of the new Port, and a new Intermodal Container Transfer Facility, our residents will have to endure increased number of trains, noise, vibration and traffic. Green Grove residents will have an increased of environmental issues. The increase of noise and vibrations due to the coupling of the trains will be extremely fierce along with higher volume of traffic running through our community from CSX Bennett Yard Road Terminal.

We ask that the plan be carefully reviewed based on the direct negative impact the resident of Green Grove will have to endure and please consider how Green Grove can be **relieved** from the negative impact which will be generated from Palmetto Railways, CSX Transportation, and Norfolk Southern Railways. **All I ask, that the decision be weighed on a equal and just scale.**

Thank you, for allowing me to respond on behalf of my community.

[REDACTED]

December 6, 2013

REF: Navy Base ICTF Areas of Concern for the [REDACTED]

To Whom It May Concern:

The [REDACTED] represents a large number of motor carriers based in the Charleston, SC area. We represent motor freight carriers such as container dray carriers, construction material hauling, flatbed, LTL and FTL carriers. Our members also include the various entities supporting motor carriers such as truck dealers, repair facilities, insurance companies and others.

Our members move the vast majority of the traffic currently moving into and out of the CSX and Norfolk Southern Intermodal container facilities as well as the SCPA Terminals. This includes container dray carriers, overweight/oversize and flat bed haulers. The Charleston Motor Carriers Association is very interested in the construction of the new ICTF to complement the new SCPA Terminal being built near the ICTF. In the future, we foresee our member carriers moving significant numbers of containers between the ICTF and the SCPA's North Charleston and Wando ocean terminals.

We have significant concerns regarding the very limited access routes to the ICTF. Specifically, access will only be available from I-26 via Cosgrove and from I-26 via the proposed new SCPA access road.

- 1) Access from I-26 at Cosgrove Ave. is a major concern due to the physical limitations of that intersection. The tight cloverleaf and limited merge lanes are difficult and dangerous to navigate. Cosgrove Ave. itself is not wide enough to accommodate the projected volume of traffic.
 - a. The Westbound traffic exiting from I-26 onto Cosgrove Ave. is difficult to navigate even today due to the volume of traffic and the design of the intersection and the lack of a merge lane onto Cosgrove.
 - b. The Exit Ramp from Eastbound I-26 onto Cosgrove Avenue is a very tight cloverleaf turn, difficult and dangerous for large, heavy vehicles. Additionally there is very little merge lane for a large vehicles or the same direction traffic to maneuver.
 - c. Both directions of traffic have very little in the way of a merge lane and both meet very quickly.

In summary the intersection of I-26 and Cosgrove Avenue as it is currently configured cannot accommodate the volume of large-vehicle traffic projected to move through it. A new, completely re-configured intersection is necessary to safely accommodate the trucks and ensure smooth traffic conditions on I-26. We also believe a fly over for Azalea Avenue will improve the flow of traffic on Cosgrove Avenue. Additionally Cosgrove Avenue must be able to safely

accommodate the traffic. As it is currently designed, we don't feel the trucking community or automobile drivers will safely mesh. We recommend it be widened to 6 lanes (3 in each direction) to accommodate the personal vehicles and the ICTF bound traffic and its projected volumes.

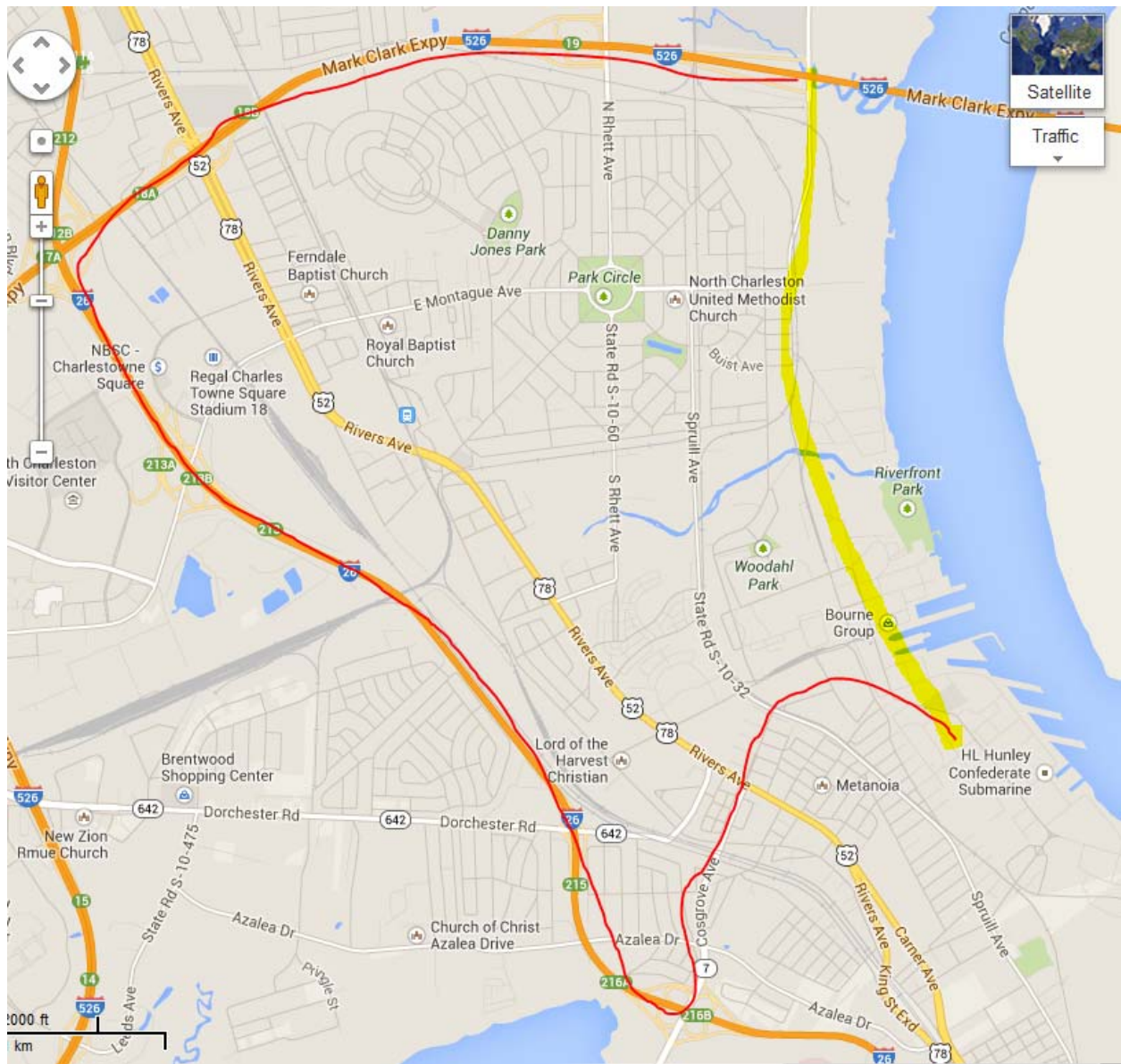
- 2) Access to the ICTF via the Proposed New SCSPA Terminal access road. We are unable to determine the design of the intersection(s) to move truck traffic safely from the Port Access Road to get to the ICTF. Our questions include: How will the intersections work? Will the "exit" from the Port access road to the road to get to the ICTF be sufficient in length and straight enough to accommodate large vehicles? Will trucks have to cross traffic? Will the intersections be able to accommodate large volumes as projected by the ICTF in addition to the traffic destined to the new Port Terminal.? Will the new port road have three lanes to accommodate the volume? The proposed design of this intersection should be presented to all stakeholders.
- 3) Lack of Access from I-526. We are astounded that no access to the ICTF is available from I-526. Truck traffic between the ICTF and the Wando and North Charleston Terminals would be better served via Virginia or North Rhett Avenues than via I-26. The additional distance required traveling all the way to I-26/Cosgrove or I-26/proposed port access road will result in higher costs in time, miles, congestion, and traffic. (See attached sketched map.) It is in the best interest of the business community, other road users, and the residents of Charleston County to route truck traffic as efficiently as possible. Access to the ICTF would be better handled and more-efficiently distributed from I-526. The accesses from I-26 should operate as back up or additional access points at times of high volume or in the case of accidents on I-526. The lost productivity for automobiles, trucks, businesses and society as a whole is greatly impacted by traffic congestion. Access to the ICTF from I-526 is a necessity and benefit to the entire Charleston area.

*We support the Palmetto Railroad and the SCPA in their efforts! Thank you for allowing us the opportunity to express our areas of concern regarding the Proposed Navy Base ICTF.

We appreciate your reviewing and addressing our concerns. We look forward to participating in serious and worthwhile discussions to address these important issues.

Respectfully

A large black rectangular redaction box covering the signature and name of the sender.



----- From I-526 to the ICTF via Virginia (approx 3 miles)

----- From I-526 and Virginia to the ICTF via I-526 / I-26, and Cosgrove (approx 9 miles)

From: [REDACTED]
To: "comments@navybaseictf.com" <comments@navybaseictf.com>
Date: 12/12/2013 04:56 PM
Subject: test only

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED] pbworld.com

ZERO HARM **Make Safety Personal**

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Attachments:

From: [REDACTED] <[REDACTED]>
To: <comments@navybaseictf.com>
Date: 11/19/2013 01:25 PM
Subject: SAC-2013-00960 - Comment

Mr. Ball,

Thank you for your hard work at the recent scoping meeting. Really appreciate you and the professionalism of your team.

My comments for consideration at the meeting where:

1. Train tracks seem to be a conduit for sound. Noise is channeled and unimpeded.
 - a. Suggestion: Planting/retaining areas of high plant density at RR track turns is essential as a baffle.
2. Park Circle is surrounded by train tracks and it's like rolling the dice as to which inlet/outlet one should take to not encounter a train both residential and emergency vehicles.
 - a. Suggestion: an overpass for vehicles for the most utilized road to the area.
 - b. If above not viable, public schedule of times trains will cross major roads for commuter transit planning emergency vehicles.

Here are two other comments for your consideration:

Important for me to impart now is critical planning to mitigate flooding during severe weather. We have a great opportunity now to innovate and plan ahead for future sea level rises and increasingly powerful hurricanes. As a formerly 100 ton licensed captain, I learned no one can predict nor control the power of water and weather. The lessons from New Orleans show that, just like sound, water will travel up or be impeded by rail lines. The natural impediments and topography that marsh and forests provide greatly reduce a hurricanes damage and power. Rail lines, much like the pipelines from the gulf thru the Mississippi coastal marshes, allow storm surges to travel further inland. With good planning rail lines could be designed to *help* mitigate flooding with drainage or inflow

impediments.

Secondly I believe that building substantial walls and flood barriers around the new facility could lessen noise, light and storm surge effects. With forward looking and innovative engineering development of walls &/or berms could replace the natural structures lost to the development. Dunnage, containers and potentially fuel via internal booms may help contain and slow a hurricane's effects. What a great opportunity to force needed innovation and protect the area in advance of climate changes to come.

As sea levels rise and the fact that Charleston is overdue for another Hurricane Hugo or worse. The harbor is a natural basin and its tributaries promote flooding further inland. Proactive planning by your team now will be saving a lot of work for Charleston Districts Corps later!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Please consider the environment before printing this e-mail.

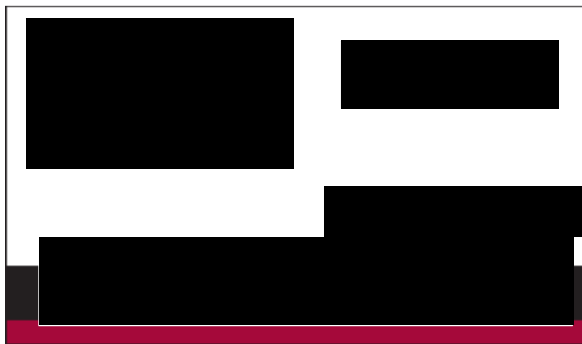
Attachments:

From: "[REDACTED] <[REDACTED]>
To: ""comments@navybaseictf.com"" <comments@navybaseictf.com>
Cc: [REDACTED]
Date: 12/13/2013 12:50 PM
Subject: Public Notice Number SAC-2012-00960

Good afternoon - Please find attached a letter with exhibits as a Public Scoping Comment. The original follows via Certified United States Mail. Thank you.

[REDACTED]

[website](#) | [vCard](#) | [map](#)



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Attachments:

File: [Ltr re Public Notice No SAC-2012-00960.pdf](#)

Size:
2977k

Content Type:
application/pdf

December 13, 2013

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403

RE: Public Notice Number SAC-2012-00960

Formal Comment by [REDACTED] to the Proposed Navy Base Intermodal Facility at the former Charleston Naval Complex, North Charleston, South Carolina

Dear Mr. Ball:

Please accept this letter as a formal comment by [REDACTED] to the proposed Navy Base Intermodal Facility at the former Charleston Naval Complex (hereinafter "rail yard") and a sincere expression of concern regarding the host of harmful and damaging impacts that will invariably result from the proposed rail yard. [REDACTED] (hereinafter "[REDACTED]") is the owner of property located within the former Charleston Naval Complex ("CNC") and proposed project area. [REDACTED] submits its comments to you and the U.S. Army Corps of Engineers, Charleston District ("Corps") in response to the Corps' Notice of Intent to prepare a Draft Environmental Impact Statement ("DEIS") to assess the potential social, economic, and environmental effects of the proposed construction and operation of the rail yard by the South Carolina Department of Commerce Division of Public Railways d/b/a Palmetto Railways ("Palmetto Railways").

[REDACTED] building, once touted as the anchor for the Southern end of the planned Navy Yard development by Noisette, is located at 1450 5th St., West – essentially at the intersection of all rail traffic, both into and out of the proposed rail yard. In reliance upon the Master Plan, Covenants and other restrictions and representations, [REDACTED] bought into the concept of the Navy Yard at Nosiette (literally and figuratively) by purchasing roughly four acres in the Navy Yard, including the historic Naval post office building. [REDACTED] property is outlined in green at the center of the map of the proposed rail yard, enclosed herewith as Exhibit A. [REDACTED] then spent a tremendous amount of money (several million dollars) renovating the structure in accordance with requirements of Navy Yard Design Resource Board and in a manner that contributes to the Navy Yard in its design, function, performance and addition of a public art feature. At great expense, [REDACTED] created Charleston's first Gold LEED Certified Building, utilizing environmental friendly construction practices and installing a geothermal HVAC system.

Enclosed herewith as Exhibit B is a photograph of the front façade of [REDACTED] building, which was taken by an individual standing on the proposed intersection of a series of tracks leading from the designed rail yard past [REDACTED] doorstep and continuing to the West. Suffice it to say that [REDACTED] fully invested itself in reliance upon the various covenants, restrictions and other rules that govern the development of their property and the land around them. [REDACTED] has

continued to dutifully abide by the various covenants and restrictions, regularly paying the association fees as a member of the Business District Association that have been collected to invest in community enhancement and development of the surrounding area.

Like other property owners within the Navy Yard, [REDACTED] was an early partner in the vision that the CNC would become a safe, viable and environmentally-friendly planned development. The proposed rail yard will significantly and negatively impact [REDACTED] as well as many of its neighbors. Boldly assuming that [REDACTED] will be able to retain its current tenants given the planned outlook for the future environment, those tenants performing various professional engineering services will be working in extreme proximity to heavy industrial construction and later constantly subjected to a likely non-stop stream of heavy rail traffic. Upon information and belief, the rail lines will support double-stacked containers on rail cars coupled up to a mile in length, moving in and out of the rail yard twenty-four hours a day (operating under bright lights at night). Consequently, [REDACTED] has legitimate concerns (some of which were briefly expressed by its counsel at the Scoping Meeting on November 14th) about the impacts of the proposed rail yard and related changes to the planned development that are being raised by it, as well as other owners and residents within the CNC who established their homes and businesses in and around the CNC long before plans for the rail yard were made public – all of which need to be fully addressed prior to construction of the proposed rail yard.

For purposes of full disclosure, it is important to note that representatives on behalf of [REDACTED] have been closely involved with Palmetto Railways' plans to alter the landscape of the area over the last couple of years. [REDACTED] and other property owners within the CNC are parties in a pending lawsuit involving Palmetto Railways and numerous other property owners in Charleston County, Civil Action Number: 2011-CP-10-1959.

Social, Economic and Environmental Impacts of Proposed Construction and Operation of the Proposed Rail Yard on [REDACTED]: [REDACTED] has a plethora of concerns relative to the likely negative social, economic and environmental impacts of the proposed construction and planned future operation of the rail yard. First and foremost, [REDACTED] is apprehensive of the substantial negative health and safety impacts from the proximity to large-scale construction efforts and future heavy rail traffic. In addition to the proposed eventual heavy rail traffic centered on [REDACTED] doorstep, pursuant to the current plans for construction and operation of the proposed rail yard [REDACTED] and its tenants will be subjected to increased heavy truck traffic of trucks servicing the proposed railways and roadways being added to the CNC. The increase in truck traffic as well as future rail traffic will pose a safety hazard for tenants working in [REDACTED] building, in addition to the array of individuals that visits the [REDACTED] property on a regular basis to conduct business. Consideration must be given to these and other concerns.

The proposed rail yard and railways (oftentimes carrying trains up to two miles long) leading into and out of the CNC have the potential to block tenants and visitors from moving freely in and out of [REDACTED] property and many even block emergency vehicles from reaching the property and those in the building. Therefore, the Corps should take the obstructive presence of two mile long "train-walls" into consideration when assessing safety concerns and work to creating routes and access for emergency vehicles to get in and out of the CNC should an

emergency occur. A plan for addressing these issues should be commissioned and completed, within sufficient time for [REDACTED] review and input (prior to construction of the rail yard).

Buffering and Nuisances: During both construction and operation of the proposed rail yard, [REDACTED] tenants will be subjected to constant and likely debilitating nuisance of ongoing noise pollution and vibrations from the construction activities and onslaught of rail traffic, light pollution from the construction activities and the industrial lights illuminating the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffering and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should also all be considered in advance of any proposed construction and plans presented to adjacent land owners, including Jieren, in time to provide an opportunity for actionable feedback.

Environmental and Environmental Justice Impacts: [REDACTED] and others believe that the environmental impacts of the construction and operations of the proposed rail yard are extensive, and become all the more disconcerting when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the rail yard, as well as the materials and substances transported by rail, and precautions and safety measures must be established to protect against and prevent leaks or spills onto the subsurface soil and into the groundwater. The Corps should develop mitigation plans incase such incidents occur and should permit adjacent landowners, including [REDACTED], an opportunity to provide actionable feedback prior to implementation of the same. Regardless of the blatant impacts to the environment that will be caused by the proposed construction and planned operation of the rail yard, Jieren implores the Corps to consider the environmental justice impacts of the construction and operation of the proposed rail yard on the inhabitants of the Jieren building on a daily basis.

The construction and operation of the proposed rail yard will undoubtedly negatively and dramatically affect the character of [REDACTED] property. The proposed rail traffic and rail yard activities will decrease access to [REDACTED] property and adversely impact [REDACTED] use and enjoyment of its property. The proposed rail yard is a drastic departure from the original neighborhood plan goals. Moreover, the proposed rail yard and anticipated rail traffic is entirely inconsistent with the intent and design of [REDACTED] building. As such, [REDACTED] requests that the Corps provide [REDACTED] with the opportunity to participate in decision-making process and provide input into how the proposed rail yard will affect the cohesion, environment, health of its community and property. If the construction and operation of the proposed rail yard will not provide the tenants of [REDACTED] with a safe environment in which to live and work, Palmetto Railways and any other responsible parties should be mandated to compensate Jieren for its losses.

The following are just a few of the questions and concerns [REDACTED] and some of its neighbors share relative to the proposed construction and future planned operation of the rail yard. [REDACTED] respectfully requests that the Corps address and respond to the following questions and concerns:

- I. What considerations are being made to protect the conditions and quiet enjoyment currently in existence in the CNC, and especially by [REDACTED] of its property?
- II. What protections will be put in place to protect [REDACTED] and its tenants from nuisances associated with the proposed construction activities and future planned operation of the rail yard?
- III. Who will be responsible for mitigating environmental impacts to [REDACTED] and its tenants?
- IV. Who will be responsible for paying for environmental impacts to [REDACTED] and its tenants?
- V. Who will erect and maintain buffers for noise, light and other pollution to protect [REDACTED] and its tenants?
- VI. What types of buffers are being considered to protect [REDACTED] and its tenants from noise, light and other pollution?
- VII. What are the plans for the construction of roads allowing residents and emergency vehicles access to the [REDACTED]'s building?
- VIII. What emergency plans are being considered in case of a natural or other disaster for evacuating [REDACTED]'s tenants - in the event trains are blocking ingress or egress points to [REDACTED]'s building?

Conclusion: The planned construction and operation of the proposed rail yard raises unavoidable and substantial health, safety, economic and environmental justice issues, as detailed more fully above. The inhabitants of [REDACTED] building will be constantly bombarded by a non-stop nuisance and onslaught of heavy rail traffic (which its environmentally friendly building was not specifically constructed to withstand) and heavy industrial facilities. Given its proximity to the designed rail yard, the construction and planned operation of the proposed rail yard will substantially and adversely impact [REDACTED] its property and those that utilize and work in [REDACTED] building every day. Consequently, [REDACTED] sincerely and respectfully asks that the Corps address all health, safety and environmental issues raised in this letter, as well as those issues the Corps identifies through its own investigations, and ensure that Jieren and others are able to participate in any relevant planning processes moving forward.

Respectfully yours,

[REDACTED]

[REDACTED]





C-259

EXHIBIT

B

tabbles

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 12/13/2013 03:47 PM
Subject: Proposed Project

New comments submitted on navybaseictf.com

First Name: [REDACTED]
[REDACTED]
Email: [REDACTED]
Affiliation: Business [REDACTED])

Comment Subject: Proposed Project
Comment: December 13, 2013

U.S. Army Corps of Engineers
Regulatory Division
Attn: Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

Re: Intermodal Container Transfer Facility
Project Number: SAC-2012-00960

To Whom It May Concern:

This letter is written on behalf of [REDACTED]
[REDACTED]) in response the Public Scoping Meeting which was held on Thursday, November 14, 2013 in connection with the above-referenced project (the "Project"). The [REDACTED] has a number of concerns about the Project which are outlined in this letter.

The [REDACTED] is the owner of property which is located in the impact zone of the proposed Intermodal Container Transfer Facility. Prior to the proposal of the Project, the surrounding area had been undergoing revitalization due to the redevelopment of the area with a focus on residential and commercial usage. Many of the residents and businesses located in the surrounding area either moved to the area, or continued being located in the area, based on the reliance that the residential and commercial redevelopment and renewal would continue. Though the full extent of planned redevelopment has not occurred, the area has undergone a significant amount of revitalization.

However, the Project as planned is not in accordance with the existing character of the community. Conversely, the Project's focus is on expanding the industrial nature of the area. The impact that the Project will have on the surrounding area could be detrimental, since the industrial character of the Project is not aligned with the area's existing commercial and residential development plan.

If the Project moves forward as currently planned, the surrounding area will ultimately become industrial. Not only will this change the current character of the area, but it will lead to a significant decline in property values. Further, the [REDACTED] purpose is to serve its members, and many of its members live and work in the surrounding area.

The negative impact the Project will have on the area, especially with regard to the new traffic patterns, will adversely affect the [REDACTED] membership.

The Project will materially and dramatically increase the traffic congestion in the area. Additionally, the traffic flow will be negatively impacted due to the loss of an intersection as a result of the re-routing of McMillan Avenue. The aesthetics of the area will more than likely deteriorate, and noise, vibrations and air pollution in the surrounding area will increase significantly. Along with the transition of the surrounding area from commercial and residential to industrial, land use and zoning regulations will be impacted, and the public health and safety of the area will probably decline. The impacts of the Project will diminish the economic productivity and socioeconomic quality of the area.

The [REDACTED] believes that the existing character of the community cannot be maintained if the Project is allowed to proceed as proposed.

Further, the Credit Union will be impacted financially by the Project, due to the resulting reduction in membership, the impaired access to its property due to the reconfiguration of the roads, and the overall decline in property values in the area. In the event the [REDACTED] suffers economic harm due to the Project, it may be forced to seek compensation in order to protect the interests of its members.

Sincerely,

[REDACTED]
[REDACTED]

[REDACTED]

December 13, 2013

VIA FEDERAL EXPRESS

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403
843-329-8000

**RE: Public Notice Number SAC-2012-00960
Notice of Intent to Prepare a Draft Environmental Impact Statement for the
Proposed Navy Base Intermodal Facility at the former Charleston Naval
Complex, North Charleston, South Carolina**

I. Introduction

The [REDACTED]), owner of property within the former Charleston Naval Complex ("CNC") and proposed project area, hereby submits its comments to the U.S. Army Corps of Engineers, Charleston District ("Corps") in response to the Corps' Notice of Intent to prepare a Draft Environmental Impact Statement ("DEIS") to assess the potential social, economic, and environmental effects of the proposed construction and operation of an Intermodal Container Transfer Facility ("ICTF") by the South Carolina Department of Commerce Division of Public Railways d/b/a Palmetto Railways ("Palmetto Railways").

Located at 2375 Noisette Boulevard, just north of the proposed ICTF, [REDACTED] is a sixty (60) unit low income housing complex developed, in part, with the assistance of Low Income Housing Tax Credits ("LIHTC"), as allocated by the South Carolina Housing Finance and Development Authority ("Authority"). [REDACTED] has been fully occupied since the end of March 2011, within months of the construction completion, and is the home to approximately 140 people in a combination of one, two or three bedroom apartment units. The property has maintained an average of 95% occupancy since it opened its doors and has a wait-list of approximately forty-five (45) applicants.

[REDACTED] was an early partner in the vision that the CNC would become a safe, viable and environmentally-friendly planned development. While the construction costs were significant, the area's needs for low income housing are being fulfilled by the continued operation of [REDACTED].

Page 1 of 5

Now, the proposed ICTF project is expected to significantly impact [REDACTED]. Residents of [REDACTED] will be forced to live in close proximity to heavy industrial construction and then heavily used rail lines. Upon information and belief, the rail lines will support double-stacked containers on rail cars coupled up to a mile in length, moving in and out of the hub twenty-four hours a day and operating under "stadium style" lights at night. Therefore, legitimate concerns about the impacts of the ICTF and related changes to the planned development that are being raised by [REDACTED] and the residents, as well as other owners and residents within the CNC who established their homes and businesses in and around the CNC before plans for the ICTF were made public, need to be addressed prior to construction of the ICTF.¹

II. Social, Economic and Environmental Impacts of Proposed Construction and Operation of the ICTF on [REDACTED]

A. Health and Safety Impacts

1. Traffic

Under the current plans for construction and operation of the proposed ICTF, West Yard Lofts residents would most certainly be subjected to increased heavy truck traffic for trucks servicing the proposed ICTF and railways and roadways being added to the CNC. Although a traffic study is being conducted pursuant to the settlement between Palmetto Railways and the City of North Charleston, [REDACTED] is informed that the results of the study are not expected for a long time, possibly years. Thus, to the extent that heavy trucks will be carrying raw materials and finished products to and from the ICTF, passing along Noisette Boulevard directly in front of [REDACTED] or along nearby roads, the increase in traffic can pose a safety hazard for residents crossing Noisette Boulevard on foot or bicycle, to reach the park across the street. Consideration should be given to creating alternate heavy truck traffic routes within the CNC, adding stop lights, adding bridge overpasses over tracks, and creating a safe path for pedestrian traffic across Noisette Boulevard in front of [REDACTED].

In addition, the proposed ICTF and railways leading in and out of the CNC, which oftentimes will be carrying lengthy trains, have the potential to block residents from moving freely in and out of [REDACTED] and the CNC, and to block emergency vehicles from reaching West Yard Lofts. Thus, the Corps should consider creating routes for emergency vehicles to get in and out of the CNC should a fire or other emergency occur. A plan for addressing these traffic needs should be commissioned and completed, with sufficient time for

¹ Representatives on behalf of [REDACTED] have been closely involved with Palmetto Railway's plans to alter the landscape of the area over the last couple of years. [REDACTED] is a party in the pending lawsuit involving Palmetto Railways and various residents and property owners in the CNC, and has appealed the City of North Charleston's decision to re-zone certain property with CNC from Planned Development to Heavy Industrial. [REDACTED]'s Resident Manager attended the Public Scoping meeting on November 14, 2013, to gather information upon which this public comment is being submitted.

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██████████

resident review and input, and the roads and walkways should be constructed before train traffic is permitted to begin. Further, the Corps should consider the creation of an evacuation plan modified to address the construction of the ICTF and rail lines for the residents of ██████████ in case such an emergency should occur.

2. Buffering and Attractive Nuisances

During both construction and operation of the proposed ICTF, the residents of ██████████ will be subjected to noise pollution and vibration from the construction activities and rail cars, light pollution from the construction activities and the “stadium style” lights at the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffer zones and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including ██████████. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible “attractive nuisances” should all be considered in advance and plans presented to adjacent land owners with an opportunity to provide feedback.

B. Environmental and Environmental Justice Impacts

██████████ believes that the environmental impacts of the construction and operation of the ICTF are far-reaching, and have the potential to escalate when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the ICTF should be protected and not permitted to spill or leak into the subsurface soil or groundwater. The Corps should develop mitigation plans in case such incidents should occur and should permit adjacent landowners an opportunity for feedback.

Aside from the obvious impacts to the environment, ██████████ urges the Corps to consider the environmental justice impacts of the construction and operation of the proposed ICTF on the low income residents of ██████████. ██████████ was constructed under an Agreement as to Restrictive Covenants dated October 2008 between ██████████ and the Authority which states “that for a period of twenty (20) years, which period shall begin on March 11, 2011, and end on March 11, 2031, [██████████] shall be used solely for the purpose of providing housing to members of very low income families...and lower income families...within the meaning of the HOME Regulations....” The October 2008 Agreement is in effect for seventeen more years. At the time the October 2008 Agreement was entered into, ██████████ certainly did not anticipate the development of an ICTF or the anticipated freight-related facilities adjacent to the ICTF that would include warehousing and distribution facilities, as well as transloading and other freight-related industrial facilities.

The construction and operation of the proposed ICTF could negatively and disproportionately affect the character of the ██████████ community by displacing households, disrupting community cohesion, and separating residents from community resources

██████████ and commercial services. The ICTF will also increase traffic and decrease access to transit, bicycle and pedestrian opportunities. The proposed ICTF is not consistent with the original neighborhood plan goals and ██████████ residents may be less able to respond or adapt to the adverse impacts than other residents within the affected area. ██████████ requests that the Corps provide ██████████ residents with the opportunity to participate in decision-making process and provide input into how the proposed ICTF will affect the cohesion, environment and health of their community. If the construction and operation of the proposed ICTF will not provide the residents of ██████████ with a reasonably safe and similar environment in which to live as they have enjoyed since 2011, then Palmetto Railways should be required to Palmetto Railways be required to develop a plan to furnish alternative low-income housing nearby for departing residents.

III. Questions About Unknowns in the Construction and Operation of the ICTF

Along with the concerns identified above, ██████████ requests that the Corps address the following questions about unknown aspects of the proposed project in the DEIS:

- a. Who will be responsible for mitigating environmental impacts to ██████████ and its residents?
- b. Who will be responsible for paying for environmental impacts to ██████████ and its residents?
- c. Who will erect buffers for noise, light and other pollution to protect ██████████ and its residents?
- d. What types of buffers are being considered to protect ██████████ and its residents from noise, light and other pollution?
- e. What are the plans for the construction of roads allowing residents and emergency vehicles access to ██████████?
- f. What emergency plans are being considered in case of a natural or other disaster for evacuating ██████████ residents, in light of potential modifications within CNC to accommodate the ICTF?
- g. What considerations are being made to the environmental justice impacts of the proposed use of the property on low-income residents of ██████████?
- h. What considerations are being made to protect the aesthetic conditions and quiet enjoyment currently in existence in the CNC?
- i. What protections will be put in place to protect ██████████ residents from attractive nuisances associated with the construction and operation of the ICTF?

IV. Potential Alternatives to the Proposed Project

██████████ lacks sufficient information about the project at this time to express opposition or support. ██████████ urges the Corps to consider alternatives to certain aspects of the proposed plan which may result in the avoidance and/or minimization of impacts, to the extent the project

██████████
██████████

moves forward as contemplated. For example, ██████ asks that the plan provide for the creation of roads sufficient for emergency vehicles to enter and reach ██████ unencumbered by rail traffic. In addition, ██████ asks that sufficient buffer walls and/or green spaces be created to protect its residents from the noise, light, air and other pollution association with the construction and operation of the ICTF. ██████ also asks that pedestrian paths be created so that residents may be able to enjoy some semblance of the planned development initially envisioned and created through applicable Master Plan and restrictive covenants. If the construction and operation of the proposed ICTF will not provide the residents of ██████ with a suitable environment in which to live, ██████ requests that, at a minimum, Palmetto Railways be required to develop a plan to furnish alternative low-income housing nearby for departing residents.

V. Conclusion

The construction and operation of the proposed ICTF raises inevitable and substantial health, safety and environmental justice issues, as explained above. The residential community of ██████ will be essentially surrounded by heavy rail lines and heavy industrial facilities. Although labeled a “miscellaneous minor tenant” on the Naval Complex Property Ownership map available on the project website, the potential impact of the proposed ICTF on the residents of ██████ is significant. ██████ respectfully requests that the Corps address all health, safety and environmental issues raised in this comment letter and ensure that ██████ and the residents of ██████ are able to participate in the planning process.

From: "[REDACTED] [REDACTED]" >
To: "comments@navybaseictf.com" <comments@navybaseictf.com>
Date: 12/12/2013 06:30 PM
Subject: Scoping Comments-Navy Base Intermodal Facility at the Former Charleston Naval Complex, North Charleston, South Carolina; P/N SAC 2012-00960

December 12, 2013

U.S. Army Corps of Engineers, Charleston District

c/o Nathaniel I. Ball, Special Projects Branch

69-A Hagood Avenue

Charleston, South Carolina 29403

Re: Scoping Comments-Navy Base Intermodal Facility at the Former Charleston Naval Complex, North Charleston, South Carolina; P/N SAC 2012-00960

Dear Mr. Ball:

[REDACTED] appreciates the opportunity to provide comments regarding the proposed Navy Base Intermodal Facility project and the National Environmental Policy Act (NEPA) process. [REDACTED] is a Class I railroad that operates in the Charleston metropolitan area. In conjunction with the rail service it provides throughout the area, CSX operates Bennett Yard and its affiliate operates Ashley Terminal. With respect to these facilities located in North Charleston, Bennett Yard is a freight classification yard and Ashley Terminal is an intermodal terminal facility, handling both international and domestic containers. Additionally, CSX shares operations with Norfolk Southern Railway (NS) at North Charleston Terminal Company's (NCTC) Cosgrove Yard, which is located in North Charleston.

[REDACTED] is supportive of Intermodal Container Transfer Facilities (ICTFs) for their transportation efficiencies and commensurate environmental benefits such as lower fuel consumption; higher freight density; reduction of greenhouse emissions and reduced highway congestion. We understand this project is in the NEPA Scoping phase as noted in the Notice of Intent (NOI)

to prepare a Draft Environmental Impact Statement (DEIS), dated October 25, 2013. As such, we understand our scoping comments will be considered as you develop the DEIS, including the Purpose and Need statement and potential alternatives.

We offer the following comments to assist you in the development of the DEIS and overall NEPA process:

Purpose and Need Statement: We recommend the Purpose and Need statement be prepared such that it clearly defines the transportation needs for the facility in terms of existing and future transportation needs so that a full range of possible alternatives can be developed. The Purpose and Need should also define the independent utility of this project to further clarify how indirect and cumulative impacts will be assessed in the DEIS.

Alternatives Development: Alternatives should recognize the need for CSX to continue operating along existing right-of-way at a level necessary to serve our existing and future customers. Additionally, potential alternatives should actively consider rail access to the intermodal facility from both the north and south, and should not limit roadway access options. Efficient access to the ICTF is critical to its success and the impact it has on the facility. Currently, the design shows access for both CSX and NS from north of the facility. [REDACTED] believes a southern access point is critical both to the success of the ICTF and the efficiency of CSX's network.

NEPA Process: Regardless of what build alternative may ultimately be selected, there are a number of rail and trackage considerations to your proposal that will likely require the South Carolina Department of Commerce Division of Public Railways (Palmetto Railways) and others to enter into agreements with [REDACTED] and NS to use their existing railroad properties. The Surface Transportation Board (STB) is the Federal agency with exclusive jurisdiction over railroad transactions (operations over railroad lines, mergers, line sales, line construction, and line abandonments) and rate and service issues.

Since the STB will be required to approve in advance construction and operation of any railroad lines required by the project, it is a likely candidate for status as a Cooperating Agency in your EIS process. There may be other agencies that could also serve as Cooperating Agencies and provide

benefit to the NEPA process by taking part in the development of the Purpose and Need, alternatives, and agreement on overall project timelines that include various agency approvals and requirements. As you know, the roles of Cooperating Agencies are defined in the Council on Environmental Quality NEPA Regulations (40 CFR 1501.6) and further detailed in SAFETEA-LU, stating that lead agencies provide opportunities for the involvement of participating agencies and the public and consider the input provided by these groups when developing the Purpose and Need.

████ Railroad/NCTC Right-of-Way Direct or Indirect Use: We have been consistent in our position that any project potentially involving right-of-way controlled by █████ must be addressed through our principles of uncompromised safety; capacity for current and future needs; no subsidization by the company; and liability protection. The proposed ICTF includes proposals located on █████-controlled right-of-way and would require CSX approval. Similarly, the proposed plans also show the use of the NCTC right-of-way. NCTC is jointly owned by █████ and NS and any use of NCTC property would require NCTC approval.

At Grade Crossings: At grade crossings can present safety concerns for any proposal that requires landside access to intermodal rail activities. The analysis of any at grade crossing needs to consider the location of the crossing, train operations, specific geometrics of the site (angle of the crossing and sight distance), projected volume, and possible auto delays and include evaluation of grade separations on a case-by-case basis before a decision is made.

As this project moves forward, █████ looks forward to working with the U.S. Army Corps of Engineers and Palmetto Railways in your development of the DEIS. Thank you again for the opportunity to provide these initial comments on the Scoping information. We look forward to additional opportunities to take part in the NEPA process, such as review of the Scoping Report, when completed.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Attachments:

File: [Scoping Comments-Navy Base Intermodal Facility, PN SAC 2012-00960, 2013-12-12.pdf](#)

Size: 25k Content Type: application/pdf

[REDACTED]

[REDACTED]

[REDACTED]

December 12, 2013

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball, Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403

Re: Scoping Comments-Navy Base Intermodal Facility at the Former Charleston Naval Complex, North Charleston, South Carolina; P/N SAC 2012-00960

Dear Mr. Ball:

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CSX is supportive of Intermodal Container Transfer Facilities (ICTFs) for their transportation efficiencies and commensurate environmental benefits such as lower fuel consumption; higher freight density; reduction of greenhouse emissions and reduced highway congestion. We understand this project is in the NEPA Scoping phase as noted in the Notice of Intent (NOI) to prepare a Draft Environmental Impact Statement (DEIS), dated October 25, 2013. As such, we understand our scoping comments will be considered as you develop the DEIS, including the Purpose and Need statement and potential alternatives.

We offer the following comments to assist you in the development of the DEIS and overall NEPA process:

Purpose and Need Statement: We recommend the Purpose and Need statement be prepared such that it clearly defines the transportation needs for the facility in terms of existing and future transportation needs so that a full range of possible alternatives can be developed. The Purpose and Need should also define the independent utility of this project to further clarify how indirect and cumulative impacts will be assessed in the DEIS.

Alternatives Development: Alternatives should recognize the need for [REDACTED] to continue operating along existing right-of-way at a level necessary to serve our existing and future customers. Additionally, potential alternatives should actively consider rail access to the intermodal facility from both the north and south, and should not limit roadway access options. Efficient access to the ICTF is critical to its success and the impact it has on the facility. Currently, the design shows access for both [REDACTED] and NS from north of the facility. [REDACTED] believes a southern access point is critical both to the success of the ICTF and the efficiency of [REDACTED] network.

NEPA Process: Regardless of what build alternative may ultimately be selected, there are a number of rail and trackage considerations to your proposal that will likely require the South Carolina Department of Commerce Division of Public Railways (Palmetto Railways) and others to enter into agreements with [REDACTED] and NS to use their existing railroad properties. The Surface Transportation Board (STB) is the Federal agency with exclusive jurisdiction over railroad transactions (operations over railroad lines, mergers, line sales, line construction, and line abandonments) and rate and service issues.

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As this project moves forward, [REDACTED] looks forward to working with the U.S. Army Corps of Engineers and Palmetto Railways in your development of the DEIS. Thank you again for the opportunity to provide these initial comments on the Scoping information. We look forward to additional opportunities to take part in the NEPA process, such as review of the Scoping Report, when completed.

Sincerely,

[REDACTED]

[REDACTED]